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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

MAY 2005

CLEAR



In this issue:
Grosswing
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CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2005

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Committee appointed positions

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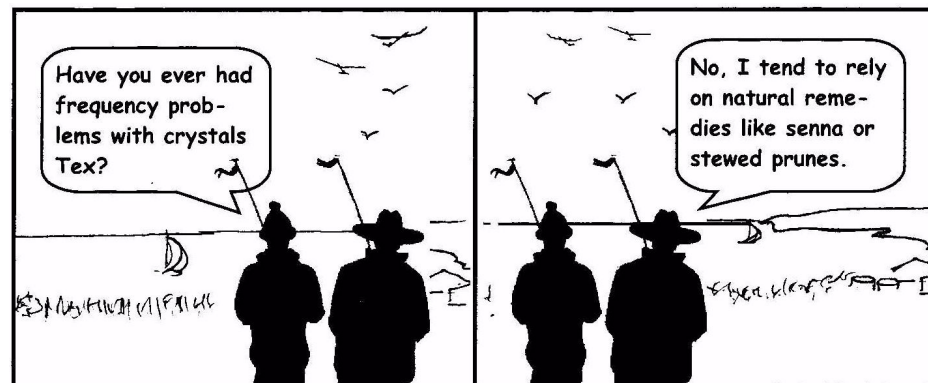
[Visit our great website](#)

Cover photo: Colin Stevens prepares to give Mike Notter's lovely Hawker Tom Tit her maiden flight. Built from an authentic Veron kit, she flew every bit as good as she looked. A rare item you may think - BUT - keep your eyes peeled for Trevor Bowry's control line conversion of the very same kit which he hopes to fly in the BMFA Nats at Barkston Heath this year.

DIARY OF COMING EVENTS

14 May	12.30	Fast and Slow Comp	Thorney Island
20 May	18.30	Limbo Comp	Porthole Farm
21st May	Sandown Trip	5 spaces	
30th May	Club Gala Day	Porthole	
9th June.	Club night - Make your own model night		
18 June	12.30	AULD (electric)	Thorney Island
19th June	Visit to Three Kings Control Line Site - Croydon		
24 June	18.30	Bomb Drop	Porthole Farm
25th June	Wings and Wheels	FULL	
14th July	Flying Club night - Free flight, R/C Park Flyers and C/L		
16 July	12.30	Precision 'A' Flight	Thorney Island
22 July	18.30	Carrier Deck	Porthole Farm
30th July	Hastings Show	1 place	
06 Aug	12.30	Thermal Glider	Thorney Island
11th Aug	Flying Club night - Free flight, R/C Park Flyers and C/L		
13 Aug	12.30	Thermal Glider	Thorney Island
8th Sept	DVD and Video Club night.		
17th Sept	Southern Model Air Show	5 places	
13th Oct	2nd Auction night.		
8th Dec	Annual General Meeting.		

TeX & ReX *by Ecurb*



MOUSING ABOUT



PAINTING MODELS WITH LATEX

V. popular in the States particularly for war-birds. It's a very cheap alternative but be warned - latex isn't fuel-proof and needs a polyurethane or resin shield if used with glow fuels. Interesting though.

http://www.modelairplanenews.com/ma/how_to/latex1.asp

MODEL SLIDE SHOW

Fed-up with testing Google with spurious searches?

Then go to <http://baysidercclub.com/gallery/> and select "Slideshow" for a very long but interesting continuous sequence of model pics.

Or you could get on with the washing-up.

Colin Stevens

FUN R/C FLIGHT SYMULATOR

YSDynamics provide a simple flight sym that you can operate from you keyboard. There are downloads for both PC and MAC and all the instructions are given. (NB. My version works by double clicking the 'Smoke' icon. Ed.)

<http://homepage3.nifty.com/ysflight/impulse/radicone.html>

RAF AEROBATICS CATALOGUE

If you're an aerobatics nut you can download a pdf file of the complete RAF pictorial aerobatics catalogue from:

<http://rafaero.free.fr/catalog.pdf>

Gibbs Guides

User friendly guides by Andrew Gibbs

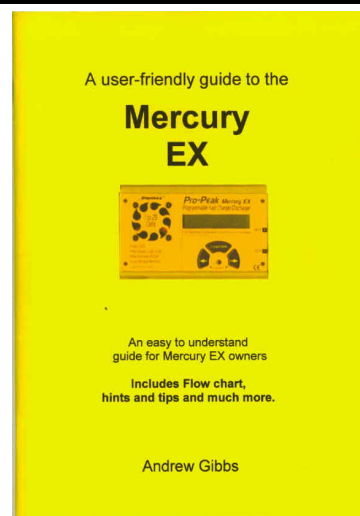
Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

Latest Release

Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804



Editorial

Thursday 12th May - 8.00 pm

YODELEH HEE TEE!

Hope you heard that.

Fact is, while you're all getting really comfy in the snug bar at Fishbourne - bowling for a pig or whatever - I'm hurtling (at a very sedate pace) back down the M1 after spending most of the week yomping up and down the fells in the Lake District with the blonde person and a party of super-fit paramedics from St. Richards. I did think of trying my old F/F glider off the top of Scar fell Pike but then again, perhaps not - could finish up in the Trossocks - and we've all been there!

Anyway, you'll be gutted to realise that you won't have the pleasure of my company, even later on tonight since no sooner does the old Model T chug back into Chi, than I'll be shaking out the shirts, turning the old Ripmax sponsored 'thong' inside out and packing them all up again ready to dash off the following morning back to 'Merrie Sherwoode' and the first Colwick Park Waterplanes meeting of the season.

Now I don't know about you, but it does seem a bit strange to me that if you triangulate a position which is equidistant between The Chichester Canal, The Gravel Pits and the Sea - That's where I live. And yet I'm about to drive two hundred miles. Get myself right in the middle of the country, and for no other reason that to fly off water! You'd have thought

there was quite enough water round here, really, but there you have it.

Not only that, but the dementia seems to have spread like a wild contagion throughout the club - going up mob-handed we are this time! Terry Burley, Arthur, George and Phil - the Claridge Boys - (sounds like an old TV Western) Trev Bowry and self are hitting the town - or rather the countryside of Nottinghamshire over this coming weekend.

We're not roughing it out on the lake-side this time, though, we're basking in the unadulterated luxury of a three bedroom suite in Center Parcs, Sherwood Forest. Although discerningly tucked amid the merrie foliage we'll be sited quite close to the aqua-dome, bar, KFC and sports field (yes, we're taking the shockies up too). My only real concern is regarding the neighbours and whether they'll keep us awake at night. It ruins the next day's flying. I understand our cabin is booked right next to a party of last chance habitual nymphomaniacs on rehab.

You can write the last line for yourself.



Jim

**Minutes of the
CADMAC Committee Meeting - Tuesday 5th April
from trevor bowry - hon secretary**



Apologies for absence

Harry Walton, Ken Knox and Lee Hackett

Matters arising from previous minutes

In Club Membership issues, the following paragraph is deleted: - "It was agreed to scrap the proposal to hold an EGM. This was proposed by Ken Knox and seconded by Ron Hemblade. Instead, "

Correspondence

Letter received from the South Downs Glider Club reference a link up between CADMAC and their R/C flyer's. It was agreed that a dialogue should be started and see what comes of it. The Secretary of SDGC hopes to come along to our next meeting. Tony has received a letter of thanks from St. Wilfred's Hospice reference donation received from club. He has also discussed with Jerry's widow concerning the disposal of his models and equipment. Finally, a letter has been received from the MOD stating that there will be no flying on 23/24 April at Thorney Island.

Club Membership issues

No new applications and the Bank account transfer have been completed.

Monthly Meetings/ Social Events Programme

All events as published last committee meeting

Competitions Programme

The first two events for April will take place on 16th at Thorney Island and 22nd at Porthole Farm. Competitions secretary to provide a list of all Trophies etc.

Training

Peter Doe and Will Prozesky achieved their " A " certificates at Thorney and there was a suggestion that Morris Campbell be made a club Instructor but to be supervised by John Riall

Safety

Tx Scanner working but it is picking up extra frequencies when in use. Tony to get another meter down to Thorney. The Safety Officer expressed great concern over reports of a Mobile phone being used on the flight line and flagrant disregard of club rules at Thorney. Tony asked that all Committee members be whiter than white when flying at

search on her service and recent history. I knew her pilot's name his wife, children and grandchildren's details. I knew that when she'd been demobbed from The Eighth Air Force's 83 FS 78 FG at the end of WW11 she'd gone to Sweden, then Israel, then back to Sweden, but now, hallelujah! she'd returned to her original operational base and spiritual home - Duxford now the IWM.

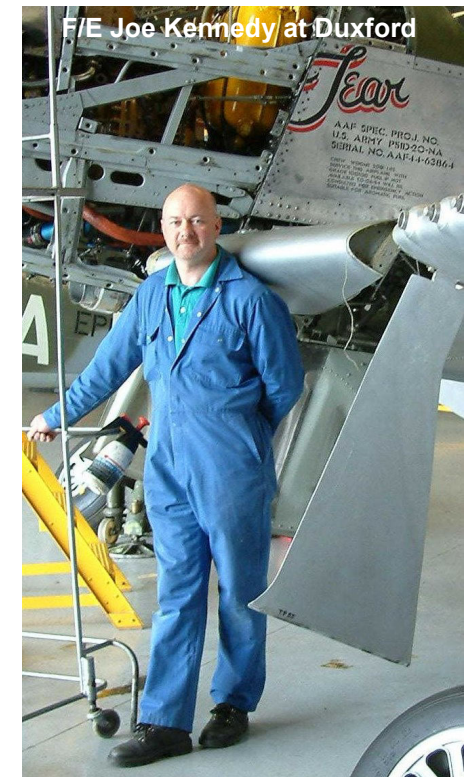
So, following a number of emails and phone calls and armed once more with the digi box brownie, lots of research and ID I set off on the Whit Bank Holiday Monday for Meca. Making straight for Hanger No. 6 (Warbirds) on arrival, I found flight engineer, Joe Kennedy working on the P51C - 'Princess Elizabeth. Fed up of answering the same question 'No, it's not a Spitfire, that's one down there, third on the right,' his eyes lit up when he recognised someone interested in his refurb work on 'Liz' and 'Tear.' My head was soon reeling as he recounted her recent history in detail and the on-going transformation he was involved with. Once again I was on the other side of the public barriers and crawling (very respectfully) all over her, and under her and getting those hidden angles and blind-spot details. Many of my questions, Joe was able to answer there and then from his own experience but to some he shook his head. "I've never seen the original config in the back of a Mustang," he said. 'Didn't last,' He said, and shook his head. My face fell. 'If you like, I could get you the original service manuals to photograph,' he said, 'if you don't mind waiting here.'

My head nearly exploded! For ten

minutes I was in charge of Twilight Tear and then Joe returned with an arm-full of ex Top Secret service manuals. Magic!

I found everything I needed and more - the luxury of a heated relief tube for instance!

Hopefully, my 'Tear' will be competing at Barkston Heath this August thanks in no short measure to the incredibly helpful staff at the Imperial War Museum, Duxford.



SCALE DETAIL Getting down to the real nitty grit-

Having spent the whole week-end at the 2002 Nats hanging around the R/C Scale area, I was (a) disappointed by the scarcity of entrants and (b) determined that I would enter the following year. By Christmas I had resolved to model a P51-D Mustang, since their liveries are so many and so varied and good old Santa managed to tuck me a Brian Taylor plan in his sack. I was horrified by the complex building and engineering required but set to with a will and just a short two and a half years later, here I am, all built and ready for the paint job.

Back in those early days I was casting about for a 'subject.' and the only certainty was that it wasn't going to be 'Big Beautiful Doll' as she had been 'done to death.' On a visit to the Royal International Air Tattoo at Fairford in July 2003, however I caught my first glimpse of AAF44-63864 Twilight Tear - and fell in love!

So, armed with my trusty digital

camera and with blagging skills switched to hyper drive I so badgered the security personnel that they eventually caved in and allowed me behind the barriers, up onto the wings and eventually into the cockpit to take over eighty scale detail photos. I thought I'd got the lot - from the transfers on the prop to the instrument makers name on the cockpit dial. How naive!

It was really only nine months later, with the aircraft structure completed as I began to model the scale detail that I started to realise just how much I was missing. Yes I'd invested in the Traplets scale detail sheets, bought a dozen books on Mustangs and collected dozens of pictures but there were still many areas of the aircraft I just couldn't pin down. What kind of drop tanks did she fly on? Which of the many gun-sights did she have fitted? And what was in the back of the cockpit? There was only one thing for it. I'd have to pay her another visit!



all club sites and set an example to other member's.

Communications

Production of Clear Dope is progressing okay and work. Bruce continues to make progress on the update of the member's handbook and presented a draft copy for committee appraisal. No report from Web Master

Thorney Island

Apart from the safety aspects previously brought up, a proposed discussion sheet was presented to the committee reference East wind flying. This was left with committee members for appraisal and future discussion. A note that the new flying system would be on a trial basis. The control line site has now been marked out and a further box needs to be purchased for cones etc. in that area.

Trundle

Nothing to report

Porthole Farm

Nothing to report and the Gala Day programme has now been finalised. Printing of the programme is now taking place. All participants in the event are in place.

Indoor Flying

Bosham Village Hall has been booked for 29th April 1900 to 2300hrs. Seaford College to be booked for May 14 for 3 hours also June 11, July 23 and August 13. Mick to confirm if we have these dates and BMFA news will be notified plus flyers will be given to Flitehook.

Junior members activities

Progress is still taking place with the Club Computer

BMFA

Nothing to report

Club trips to Duxford and Sandown may have to be cancelled due to lack of support. Club made £86 from the Auction and Keith Wood donated his spot the plane winnings back to the club (£20). A total of £1130 changed hands on the night. The Amplifier and mike was offered to the Club for £40. This was taken up.

Date of next meeting. Tuesday 3rd May at 2000hrs

Therov.

DISAPPOINTMENTS, REWARDS AND LESSONS LEARNT



Photo: Tony Renauld

Having acknowledged that my age and speed of reaction make it prudent for me to avoid high speed aerobatic activity, for some years I have concentrated on building and flying (? !) unconventional models. This may have been noticed by some members. Anyway that was how I came to build the Autogiro from a Traplet plan called 'Whirligig'.

We know, don't we when we buy and build a kit that pedigree counts. In other words some kit manufacturers really develop their models through painstaking flight tests to ensure a performance to match

what is claimed on the box. Furthermore, the reputable firms spend time and money on production methods and materials to provide a kit that goes together well, without frustration and disappointment for the customer – you and I. By and large I have found that American and Japanese firms can be relied upon to sell quality in these ways while British firms, often operating on a shoestring, cannot always be trusted, we have to go by their reputation among our colleagues.

Thus it was that I have learned to be cautious of published plans, we

THREE KINGS C/L Fun Fly Day at Croydon Airport

We propose to visit this event on Sunday 19th June. There is no official coach so participants will have to make their own way there, although a rendezvous and convoy would be possible.

THREE KINGS flying site is on the old Croydon Aerodrome. It has tarmac area large enough for two circles and is marked out and there is enough grass area for combat etc.

They do not have any real restrictions, but they do not want to lose the site, which is probably the last control line site near London that you can fly control line.

The rules are as follows:

F2D Combat is a bit too much for any more than one test flight.

Vintage Class B team race possibly okay, but only for a flight or two, certainly not all day.

Stunt, Carrier and up to 3.5cc un-silenced diesel is OK.

BMFA membership and insurance **MUST** be taken with you to these events and produced if necessary.

All models must be in a safe flying condition, comply with BMFA guidelines on control line models and be flown in a considerate manner.

These requirements are not much to ask for; compliance will ensure that we are asked back again.

How to get there.

From our area, get to the M23 and then onto the M25 east-bound. At junction 7, leave motorway onto the A23 and make for Purley. When you are travelling north along the Purley Way, you will pass the RAF memorial, keep going north towards Croydon. Go past the aeroplane on stilts and turn left at the traffic lights with Dees the Ford garage on the far left corner. This will take you into a light Industrial estate. Turn first left and go to the end of the road. You will see the flying field in front of you.

Please contact Trevor on 01243 780949 if interested.

THE FEAR FACTOR – AND – HOW RELIABLE ARE YOUR CRYSTALS?

I have vivid memories of three occasions when power models have gone out of control for me and of the gut-gripping emotions experienced. One was at Porthole with an electric Park Flyer, the other some years ago at Thorney when a new Giant Jabberwok, went in about ¼ mile from the flight line. The recent one, also at Thorney on the maiden flight of my ARTF Cessna, which crashed into the brambles 60 yards west of the car park.

In all these events the gripping of the guts resulted from the thought that somebody might be in the way when the model came down. By comparison, in that split second, loss of the model and gear doesn't seem important, that comes later.

The cause of the Park Flyer crash was immediately clear because the miniature crystal had vibrated out of its socket. Following both the other two crashes I sent all the radio gear back to the importers for checkover.

I had lost the Jabberwok because, unknown to me, JR had recently changed their operating circuitry, which meant that their latest transmitters needed a new type of crystal –visually barely different. My four year old transmitter was of the type needing the older crystal and in ignorance of these facts I had flown with a new one installed. This meant that the model went out of range at about ¼ mile. In these circumstances, had injury or damage been in-

curred I reckon that JR MacGregor would have faced legal consequences.

Following the Cessna crash I sent, with transmitter, receiver, switch and flight battery also all my 8 pairs of crystals back to MacGregor Industries. They reported that the crash had been due to a failed crystal and that two others of my stock were outside spec. as well. To my surprise the crystals were diagnosed as 'Weak' not 'Off-Frequency' as I would have expected. They made me aware that vibration is generally the cause of failure– Glider flyers rarely have trouble and we should always mount our receivers in power models isolated in some way from engine vibration.

Moral:

1. Send your crystals back to the importer for proper checking every two years.
2. Never ever fly over the flight line –no gear can be 100% reliable.
3. Always carry out a range check before flying a new setup or after any cause of possible damage.

Safe and enjoyable flying.

Keith

cannot know how much care has been invested in development of the model before the design was 'frozen'. In the case of the 'Whirligig' It seems that considerable development was left to the customer, as used to be the case with British car manufacturers and look what has happened to them. Anyway I found the Autogiro unflyable for the reason that, on the ground it needed lots of rudder movement for control yet in the air it was drastically sensitive to rudder deflection and would spiral into the ground before I could adjust to it. Needless to say repair of the highly vulnerable rotors is difficult and time consuming because their root fixings are so highly stressed. Eventually I had to give up trying to fly it, most frustrating because I had seen Alan Litchfield's one flying and know that the problems can be overcome.

Then there was the tailless 3D model called 'Kwatch'. The free plan gave no indication of the amount of reflex or throw necessary on the elevons – so I set them with a modest amount of each. Fortunately for the first 'flight' I was alone at Porthole because it was so grossly over sensitive to elevator movement that I managed only to lurch it round in a circle following a roller-coaster flight path to crash on the patch. My relief was due to the fact that there was no risk of it hitting anybody because I had practically no control over it's trajectory. The redeeming feature of 'Kwatch' was that the wing always survived undamaged and the fus. was so simple that I could rebuild it in an afternoon. Practice soon re-

duced this rebuild time to two hours. And so I progressed to the point that I could enjoy flying the model and it really did look different in the air, incidentally the surprising thing about it was that she required no reflex on the elevons at all, no wonder that first flight was so desperate.

I always maintain that there is no fool like an old fool and so on I went seeking to build the unconventional – and chose to buy the Traplet plan of Grosswing. This is a nine foot flying wing. In the '60's John Gross produced a number of very elegant unconventional designs, they certainly looked right and that is all I knew about him. I actually saw several of his models on a visit to Goosedale in Nottingham some years ago in their massive static display. Well I suppose that this design would originally have been for free flight and I get the impression that Traplet gave the drawing to their modern day draughtsman to beef it up for modern RC performance. I can only say that if this is the case the modern practitioner does not match the draughting skills of John Gross. This model has a tapered, swept wing incorporating of course gentle reflex as the tips are approached. Imagine the task of drawing those ribs (without a CAD facility) well John Gross could do it.

At the root things are complicated because although the main spars lie at the angle of the swept wing they meet up with steel-in-brass dihedral braces and joiners, which are at right angles to the fuselage centre line. The modern draughtsman had just drawn lines going through each

other and I was left to work out a robust way of achieving this junction. I do enjoy tackling problems like this and so construction went on for quite a long period while I thought it through and put it together. The fus. of course doesn't amount to much but it does have to accommodate the radio gear, an engine, throttle servo and a battery so packing it all into the fully planked hull (Freudian Slip, sorry) depended on where the CG was shown on John Gross's plan. In the event the battery needed to be incorporated into the base of the fin. I often find in construction that I have to tape components onto a partially finished fus. to discover where they have to go in order to put the CG where it needs to be.

I have to confess that construction

of this model filled my available spare time for the best part of two years (well I was enjoying it) more seriously I knew that I was nervous of trying to fly her. She could turn out to be unflyable like the other unconventional models.

So we come to Saturday April 2nd. There was a very strong wind blowing from the east, which is the least convenient direction at Thorney but I had psyched myself up to try the Grosswing and I asked John Riall to try her for me. (Where would we be without John ?). We warned other pilots that we were walking onto the grass west of the runway to have a go, launching towards the runway. The new OS 48 Surpass, previously run in, started like a good'un and there we were !. Well she went up like a kite, straight from the launch –



Photo: Tony Renauld

MOBILE PHONES

I feel very reticent about banging-on about this matter, and that, when I've not been in the club very long, BUT pondering the warning given to me about a mobile phone being used in the pits whilst I and others were flying, I think I'm quite entitled to be less than impressed with a fellow club member deliberately playing fast and loose with the safety of my model, and the personal safety of us all.

The same member was using his phone again later in the session, as he has on previous week-ends when I've been flying.

I prefer to build my models, and I'm pretty slow when I do, so since I'm getting on a bit, time is a precious asset. Consequently, I take all the care I can. Undoubtedly, if I were a model buyer/flyer, I might easily be more cavalier about my conduct. As it is, occasional stupidity alone is

enough of a spur to keep me in-line.

I have to say that so far I've not experienced any interference, but that really isn't the point. Is there no sanction that can be brought on those bent on flouting our rules?

I would prefer you to treat this as confidential, just to avoid fouling-up relationships on the field, but if it can't be, then I stand by what I say.

Sorry again, chaps, but surely safety is as important as wild birds?

Article writer's name was supplied.

There is still much debate about interference caused by mobile phones - see BMFA guidelines. However I would remind all members of our club rule that mobiles must be switched off and left in the car at all our flying sites. Ed.



I learnt about flying from that! from toni renaud

Many years ago I had a Dave Bodington Tinker, a 36" trainer cabin biplane. When I moved abroad for a while, I had to dispose of it, but I kept the plan. In a later life I decided to build another, but without the cabin in order to make it look a little more model-ish rather than toy-like. Duly built, it went off for its maiden like a dream. I brought it down at the end of the flight just a little too heavily, and it broke across the cockpit/lower wing opening area -. The post mortem, conducted by all present with much hilarity, concluded that the lack of doubler at this point was a built in weak point to show when a heavy landing had occurred, and it had worked perfectly!

Not too dismayed, I removed the wings, disconnected everything to get better access, got out the cyano, stuck front and rear back together with a reinforcing patch, and rubber-banded the wings back on again.

It all looked good, so I fueled up, fired up, sat it on the end of the runway, opened the throttle and away it went, sweet as a nut, if a little steeper than I intended. Down trim had no effect, then down elevator had no effect, then left rudder had no effect. Finally the penny dropped - I had forgotten to reconnect the pushrods, and the plane was effectively in throttle controlled free flight. When I

eventually got all the bits out of the tree, I realised that playing to the audience had led me to totally ignore the all-important "controls full and free in the right sense" checks that I now carry out before every take off roll. I learnt about flying from that!

Toni R



(Isn't it refreshing to have someone put their hand up to a mistake? Toni's account may help save someone else's model in the future. Ed.)



Keith poses with completed Grosswing. Photo: Keith Stanley

but – she was completely controllable. John took her off across wind, wisely at this stage avoiding a down-wind turn and put her gently down on the grass. A few moments with a screwdriver adjusted the elevons down quite a lot and off we went again. This time she was flying superbly and just like a glider on the slope. This means that she could shoot down wind like a rocket, bank and turn back into wind and then she needs forward stick to penetrate – Wow – she flies!. That's it really, John Gross was a consummate designer and the model is a tribute to his knowledge and skill. I have now flown her several times and really feel that she is a convenient and

enjoyable model, easy to transport, easy to assemble and easy to fly – what more could I ask?.

Keith Stanley



Tony Chant (3rd), Toni Reynaud (1st) and Alan Whipp (2nd) pose with their craft while Mick Blundell hides behind the score board.

Club meeting on April 14 saw the indoor rubber duration (and obstacle) competition. Up to eight rounds were flown with competitors' best two flights counting. Results as follows: (seconds)

								Total best 2
Mick	18.5	8.5	18	13	12			36.5
Louis	8.0	5.0	3.0					13.0
Tony C	10.0	25	30	37	32.5	21	33	69.5
Alan W	27.5	33	37	39	47	8		86.0
Allen M	11.0	27.0						38.0
Chris	16	20	21	9	12	16	21 22	43.0
Toni R	13.5	34	59.5	38	42			133.0
John H	50							

Many thanks to Mick Blundell for organizing and running the event.



Photo: Tony Chant

Bruce Smith (2nd), Harry (VTOL) Walton (1st) and John Morris (3rd)
Harry gave new meaning to the term 'Pancake Landing.'

Our first out-door comp of the year got under way at Thorney on Saturday 16th April. From the commencement of timing, competitors had to start their engine, perform pre-flight checks, take off, execute a roll and a loop, land, retrieve their model and place it in the pilots' box!

Name	Xtal	Round 1	Round 2	Average
J. Riall	61	1m 23s	0m 55s	1m 09s
B. Smith	75	0m 51s	0m 52s	0m 51.5s
R. Beadle	72	2m 10s	1m 24s	1m 42s
G. Chant	68	3m 05s	1m 07s	2m 06s
D. Honeysett	70	1m 42s	1m 20s	1m 31s
H. Walton	76	0m 41s	0m 48s	0m 44.5s
J. Morris	61	1m 04s	1m 11s	1m 07.5s

Many thanks to Morris Campbell and John Riall. It was a hoot!